AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (currently amended): An aircraft navigation aid method~~, characterized in that it comprises~~ comprising the following steps ~~consisting in~~:

a) computing a feeler line ~~according to the wind, in other words the~~ ground path that [[the]] an aircraft would follow if a turn at the maximum rate applicable to the current flight phase of the aircraft were to begin at that instant[[,]] ; and

b) displaying on a navigation screen the feeler line and a ground path to be captured, in order to determine how to place the aircraft in a turn in order to optimize the capture of the path to be captured.

2. (currently amended): The method as claimed in ~~the preceding~~ claim 1, ~~characterized in that it also comprises~~ comprising: ~~a step consisting in~~ giving [[the]] a turn command when the feeler line is tangential to the ground path to be captured.

3.(currently amended): The method as claimed in ~~any one of the preceding~~ claim[[s]] 1, ~~characterized in that~~ wherein each computation and/or display and/or conditional turn command step is controlled automatically or by the pilot of the aircraft.

4. (currently amended): The method as claimed in ~~any one of the preceding~~ claim[[s]] 1, ~~characterized in that~~ wherein [[the]] a form of a right feeler line is given by a parametric equation of the form:

$$\begin{cases} x = \left[R_{air}[1-\cos(t\,\dot{\theta})] + V_x\, t\right]\cos d - \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\, t + D_v\right]\sin d \;//' \\ y = \left[R_{air}[1-\cos(t\,\dot{\theta})] + V_x\, t\right]\sin d + \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\, t + D_v\right]\cos d \;//' \end{cases}$$

R_{air} being the radius of the turn that the airplane would have without wind, $\dot{\theta}$ being the angular speed of the airplane in the air during the turn that the airplane would have without wind, V_x and V_y being the components of the wind speed vector, t being the time with t = 0 at the start of the turn, D_v being the distance to the turn and d being the drift angle.

5. (currently amended): The method as claimed in ~~any one of~~ claim[[s]] 1 ~~to 3~~, ~~characterized in that the~~ wherein a form of a left feeler line is given by a parametric equation of the form:

$$\begin{cases} x = \left[R_{air}[1-\cos(t\,\dot{\theta})] + V_x\, t\right]\cos d - \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\, t + D_v\right]\sin d \\ y = \left[R_{air}[1-\cos(t\,\dot{\theta})] + V_x\, t\right]\sin d + \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\, t + D_v\right]\cos d \end{cases}$$

R_{air} being the radius of the turn that the airplane would have without wind, $\dot{\theta}$ being the angular speed of the airplane in the air during the turn that the airplane would have without wind, V_x and V_y being the components of the wind speed vector, t being the time with t = 0 at the start of the turn, D_v being the distance to the turn and d the drift angle.

6. (currently amended): An onboard aircraft navigation aid device comprising at least a program memory and a user interface, ~~characterized in that the program memory comprises~~ comprising: a program memory having a feeler line computation program, ~~in other words the~~ for computing a ground path that the aircraft would follow if a turn at the maximum rate applicable to the current flight phase of the aircraft were to begin at that instant, and a program for displaying on the user interface a path to be captured and the feeler line.

7. (currently amended): The device as claimed in ~~the preceding~~ claim 6, ~~characterized in that~~ wherein the user interface comprises means of controlling the computation of the feeler line.

8. (currently amended): The device as claimed in ~~the preceding~~ claim 7, ~~characterized in that~~ wherein the user interface also comprises means of controlling the display of the feeler line.

9. (new) The method as claimed in claim 2, wherein each computation and/or display and/or conditional turn command step is controlled automatically or by the pilot of the aircraft.

10. (new): The method as claimed in claim 2, wherein a form of a right feeler line is given by a parametric equation of the form:

$$\begin{cases} x = \lfloor R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\rfloor \cos d - \lfloor R_{air} \sin(t\,\dot{\theta}) + V_y\,t + D_v \rfloor \sin d\ l\,l' \\ y = \lfloor R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\rfloor \sin d + \lfloor R_{air} \sin(t\,\dot{\theta}) + V_y\,t + D_v \rfloor \cos d\ l\,l' \end{cases}$$

R_{air} being the radius of the turn that the airplane would have without wind, $\dot{\theta}$ being the angular speed of the airplane in the air during the turn that the airplane would have without wind, V_x and V_y being the components of the wind speed vector, t being the time with t = 0 at the start of the turn, D_v being the distance to the turn and d being the drift angle.

11. (new): The method as claimed in claim 3, wherein a form of a right feeler line is given by a parametric equation of the form:

$$\begin{cases} x = \lfloor R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\rfloor \cos d - \lfloor R_{air} \sin(t\,\dot{\theta}) + V_y\,t + D_v \rfloor \sin d\ l\,l' \\ y = \lfloor R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\rfloor \sin d + \lfloor R_{air} \sin(t\,\dot{\theta}) + V_y\,t + D_v \rfloor \cos d\ l\,l' \end{cases}$$

R_{air} being the radius of the turn that the airplane would have without wind, $\dot{\theta}$ being the angular speed of the airplane in the air during the turn that the airplane would have without wind, V_x and V_y being the components of the wind speed vector, t being the time with t = 0 at the start of the turn, D_v being the distance to the turn and d being the drift angle.

12. (new): The method as claimed in claim 2, wherein a form of a left feeler line is given by a parametric equation of the form:

$$\begin{cases} x = \left[R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\right]\cos d - \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\ t + D_v\right]\sin d\ l\,l! \\ y = \left[R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\right]\sin d + \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\ t + D_v\right]\cos d\ l\,l' \end{cases}$$

R_{air} being the radius of the turn that the airplane would have without wind, $\dot{\theta}$ being the angular speed of the airplane in the air during the turn that the airplane would have without wind, V_x and V_y being the components of the wind speed vector, t being the time with t = 0 at the start of the turn, D_v being the distance to the turn and d the drift angle.

13. (new): The method as claimed in claim 3, wherein a form of a left feeler line is given by a parametric equation of the form:

$$\begin{cases} x = \left[R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\right]\cos d - \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\ t + D_v\right]\sin d\ l\,l! \\ y = \left[R_{air}[1 - \cos(t\,\dot{\theta})] + V_x\ t\right]\sin d + \left[R_{air}\sin\left(t\,\dot{\theta}\right) + V_y\ t + D_v\right]\cos d\ l\,l' \end{cases}$$

R_{air} being the radius of the turn that the airplane would have without wind, $\dot{\theta}$ being the angular speed of the airplane in the air during the turn that the airplane would have without wind, V_x and V_y being the components of the wind speed vector, t being the time with t = 0 at the start of the turn, D_v being the distance to the turn and d the drift angle.